

VANCOUVER'S GREAT FIRE.

Every Building Burned-Lost, \$1,000,000-Ten Bodies Found.

VICTORIA, B. C., June 15.—All day Sunday there had been a steady wind from the northwest, and the brush fires on the Canadian Pacific Railway lots were fanned to such an extent as to fill Vancouver with smoke. Nobody, however, had any idea of danger. Shortly after 1 P. M., several persons began to consider the situation threatening, but the smoke was so dense that they found it impossible to determine their exact location of fire. Soon a stable near the Colonial Hotel was seen to be on fire. The alarm was given, but the people paid no attention for some time. The wind by this time had increased to a gale, and fanned the flames to a mass of raging fire.

One of the first buildings to go was MacCartney's drug store, followed by the office of the *Vancouver News*. The flames shot across Abbott street with astounding rapidity, and almost before the people realized it the whole western portion of the city was in a blaze. The excitement was intense. Water staves were filled with smoke and flying cinders, and people tried to carry them with safety, they could either in time than it takes to describe it the fire had reached Carroll street. Some unfortunate and commendable souls, however, one was seen staggering along the streets with a keg of beer on his shoulder, and another with a gun in his hand, as though it would appropriate to fly for their lives. All hope of saving much property was lost, and the timber and stumps on each side of the road proved as serious a menace to the fugitives as the burning houses.

During the confusion when houses and rough saw that every one was leaving, they entered the saloons which had been left unburned, and commenced to drink. One was seen staggering along the streets with a keg of beer on his shoulder, and another with a gun in his hand, as though it would appropriate to fly for their lives. All hope of saving much property was lost, and the timber and stumps on each side of the road proved as serious a menace to the fugitives as the burning houses.

The steamer *Hudson* was at the wharf to receive passengers, and with a large number of others, converged a large number over to Moodyville. The flames subsided at suddenly as houses were set afire, and a scene of desolation along the roads of the destroyed city, and before dark the work of searching for the bodies of the dead began. Some 150 bodies of men and women of various persons were discovered, and up to 10 o'clock on Monday morning nine bodies, some of which were burst before being recovered, were found. There were some accounts of the exact number recovered, as in some cases only a handful of bones were recovered.

The bodies appear to be hopeful, and they are determined at once to begin the reconstruction of the city. Some have already got money, and many more will be sent. The total loss is estimated at \$1,000,000. One thousand persons are homeless.

There are now about 1,000 persons in the city at a moment's warning and flee for their lives. Business men in search of valuable property are looting and robbing the smoke.

The whole population were panic stricken. The number of persons sought refuge in the water. One man was found in a place where he had lost his life, and the rest of the bodies of the people have more than the clothes they stand in. On the ten bodies recovered only three have been identified.

AN AUXILIARY NAVY.

Secretary Whitney's Project for Recruiting Up the Naval Resources of the Country.

WASHINGTON, June 15.—If Secretary Whitney's plan for an auxiliary navy, which was suggested by him in a recent letter to the Board of Inspection at New York, meets with the approval of shipowners, a very important step will have been taken toward strengthening the navy of the United States.

The idea is not a new one. It has been successfully worked out by the leading foreign nations. England, Russia, Germany, France, and Italy all have auxiliary navies, as they are called, and they have been of great advantage to them in emergencies. At the outbreak of the troubles in Egypt, England drew upon her merchant marine for vessels sufficient to land 10,000 troops and 13,000 animals in Egypt. With 10,000 troops ready for similar service, England's plan of action is to land our troops, which is most difficult and complicated, and the plan adopted in this country, with some modifications, if the owners of our merchant marine consent.

The plan is a very simple one. It provides merely for the inspection and examination by naval officers of our merchant vessels for the purpose of certifying the nationality, quality, and speed of each vessel on a list, so that in case of war the men to man our fleet will be available without delay from merchant vessels, and in various other ways our naval commanders and the owners of our vessels would be drawn together to protect our commerce.

The Secretary of the Navy hopes that the objects he has in view will meet with hearty cooperation on the part of our shipping interests, and that the auxiliary navy will be speedily fixed fact at an early date. Such an arrangement is especially important in this country, because of the want of a regular auxiliary navy. The Board of Inspection of Foreign Vessels at New York will be glad to receive suggestions.

Indigent Prof. Chandler.

WASHINGTON, June 15.—At the hearing given to-day by the Senate Committee on Agriculture and Forestry on the House bill taxing oleomargarine Professor Franklin of the Stevens Institute of Technology, of New Haven, Conn., said that the principal elements of butter, which he did not contain, but which gave butter its peculiar flavor. In order to secure this flavor in butter, milk was mixed with the oleomargarine oil, and the product then had a slight flavor of butter. Lard was added to give softness and stickiness to the butter, and the product was then taken to St. Vincent's Hospital. Superintendent Murray thought it unnecessary to require that it be colored red.

The maker of New York said he had always taken the ground that this was a new process of making an ordinary butter—nothing but a new name for old butter, and that the article was not a new article. He fixed fact at an early date. Such an arrangement is especially important in this country, because of the want of a regular auxiliary navy.

The Board of Inspection of Foreign Vessels at New York will be glad to receive suggestions.

Police Transfers.

Roundabout Dykes of the Steamboat squad and Peas of the Church street were detailed as acting sergeants yesterday.

Franklin, an amateur boxer from Prince street to Charles street, and Sergeant McMillan from Eighth street to a precinct to be designated by Superintendent Murray. Policemen Sisson from Thirteenth street to West 12th street, McIlroy from Twenty-second street to West 22d street, and McNamee from Eleventh street to Eleventh Avenue, from the police force.

Retired-follement Hagan of the Oak street squad, formerly ward detective of the old slip squad, and Peas of the church street were detailed to the police force.

Morris and Haughton Hang On.

The make-believe Excise Commissioners, Morris and Haughton, propose to stick to their cause to the city for salary until they are admitted to the bar.

Henry E. Walton, supported by a competent company of men, will be engaged by the Attorney-General at Albany to defend the suit, and who proceedings he will take to St. Vincent's Hospital. Superintendent Murray thought it unnecessary to require that it be colored red.

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Leopold Presented to the President.

WASHINGTON, June 15.—In reporting back to the Senate the substitute for the Blair Pension bill, the Committee on Invalid Pensions says that it appears that the number of invalid pensioners entitled to receive under the act is \$24,448, involving an annual expense of \$1,000,000. The report states that the amount of the pension is to be determined by a general committee appointed by the Senate and the House.

A total of \$3,000 more pensioners.

Drowned Himself as King Louis Head.

BALTIMORE, June 15.—Conrad Miller, aged 20, a prominent German of this city, committed suicide by drowning late into the Patapsco River from a bridge in Baltimore early this morning. He was formally presented to the President by the Secretary of State at 11 o'clock today. They were accompanied by the Bradish Minister. All wore the full dress uniform of the army, and the same, he declined an official invitation to attend the state reception at the White House, which they accepted. The party paid an informal call on the Bradish Minister.

Steamboats.

BOSTON via Stonington line; inside route, \$1.00; outside route, \$1.25. From Pier 20, N. E. at 5 P. M.

UNCLE RUFUS'S LANDAUET.

He Hasn't Paid for it in Full and Doesn't Mean to Do So if he Can Help It.

Uncle Rufus Hatch bought a landauet from Brewster & Co. away back in 1872. He has never quite paid for it in full, and Brewster & Co.'s fourth suit to recover \$445.40 balance and for repairs, with interest amounting to \$37.94, was begun yesterday morning before Judge Hyatt in Part III. City Court. Ex-Judge Arnoux appeared for Brewster & Co., and Mr. Brewster and John Gravenor were present for Uncle Rufus. Mr. Brewster, fat and sleek, and Uncle Rufus, fat and neared, sat in opposite extremes of the court room.

Mr. Hatch's testimony at a former trial was read, in which he said that in his opinion this was not a first-class carriage. The rear spring had been repaired seven times, and the landauet fell to pieces nearly every time it was driven out. Ex-Judge Arnoux finally called Mr. Hatch to the stand, and asked him if he had ever taken a ride in Uncle Rufus's carriage. "Yes," he said, "I took a ride in Uncle Rufus's carriage."

JAMES B. Brewster, the carriage maker at 145 Franklin street, was called as a witness to stand to testify as to the defects of this landauet, which he had examined at Mr. Hatch's request. His opinion was that it was a rickety carriage, and the best materials in the carriage, though in construction this particular vehicle was well made, were not of good quality, and the rear axlebox was out of plumb and the wheels were badly set. His cross-examination was a matter of much difficulty, however, because he had to prove that the custom of testing coachmen prevailed among all the leading carriage builders. To him, the exterior of the exterior was not what would have occurred in 1872, and yet this defect in the carriage as it stood decreased its value as a carriage.

WANTED—An apprentice for a dressmaker. Inquiry, Mrs. A. M. Smith, 170 Mulberry st.

WANTED—Furnishers of fine shop coats. 300 East Broadway, top floor.

Wanted—Females.

A. UP TO 18 yrs. A. D. F. E. or 19 yrs. A. D. F. E. May leave their favors for the Sun at the only authorized up-town advertisement office:

215 WEST 23d ST., CORNER 1st AV., BOSTON, MASS.

125 4th AV., CORNER 1st ST., BILL ST. P. M.

125 4th AV., CORNER 1st ST., BILL ST. P. M.

125 4th AV., CORNER 1st ST., BILL ST. P. M.

No extra charge.

A. OPERATORS on Willcox & Gibbs machines; A. experienced operators and pressers on suits. BLACK & CALDER, 102 Greene st.

—EXPERIENCED operators and pressers on

lawn goods wanted. R. KLAUBER, 42 Lepoard st.

DESIGNER and operator on made-up lace goods.

F. F. Sewing Machine School, open daily from 9 A. M. to 6 P. M. 26th Street, 2nd St. Park's st., 8th fl.

STEAMERS LEAVE DAILY

Pier 18, N. R. Pier 22, N. R. Pier 23, N. R. Pier 24, N. R. Pier 25, N. R. Pier 26, N. R. Pier 27, N. R. Pier 28, N. R. Pier 29, N. R. Pier 30, N. R. Pier 31, N. R. Pier 32, N. R. Pier 33, N. R. Pier 34, N. R. Pier 35, N. R. Pier 36, N. R. Pier 37, N. R. Pier 38, N. R. Pier 39, N. R. Pier 40, N. R. Pier 41, N. R. Pier 42, N. R. Pier 43, N. R. Pier 44, N. R. Pier 45, N. R. Pier 46, N. R. Pier 47, N. R. Pier 48, N. R. Pier 49, N. R. Pier 50, N. R. Pier 51, N. R. Pier 52, N. R. Pier 53, N. R. Pier 54, N. R. Pier 55, N. R. Pier 56, N. R. Pier 57, N. R. Pier 58, N. R. Pier 59, N. R. Pier 60, N. R. Pier 61, N. R. Pier 62, N. R. Pier 63, N. R. Pier 64, N. R. Pier 65, N. R. Pier 66, N. R. Pier 67, N. R. Pier 68, N. R. Pier 69, N. R. Pier 70, N. R. Pier 71, N. R. Pier 72, N. R. Pier 73, N. R. Pier 74, N. R. Pier 75, N. R. Pier 76, N. R. Pier 77, N. R. Pier 78, N. R. Pier 79, N. R. Pier 80, N. R. Pier 81, N. R. Pier 82, N. R. Pier 83, N. R. Pier 84, N. R. Pier 85, N. R. Pier 86, N. R. 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